

1907: A BUSINESS REVIEW.

A general retrospect of the trade year is made in the leading article. Below we give sundry returns under special headings, which have been collected from authoritative sources.

EXCHANGE.

There is nothing more interesting to the Hongkong resident than the fluctuations of exchange, which affect all the sterling paid man as well as the man paid in local currency. The rise and fall in the value of the dollar is watched with the interest of a nurse following the temperature chart of a feverish patient. The leading article refers to the way it has affected business generally. A specialist informs us as follows:—At the beginning of 1907 our dollar was worth 2/3 3/4, but yesterday it had an exchange value of only 1/9 1/4. The main reason for the decline of silver we must attribute to the reports of famine in India, and the consequent reluctance of the Government there to add more to their already large stock. A reliable circular gives the total shipments of silver from London in 1906 as £15,245,336. Up to November of the year mentioned they were worth £13,940,296, while to November of 1907 they reached £10,133,04. Another reason of the decline was the financial crisis in America and the consequent difficulties in all commercial centres.

The year opened with a T.T. rate of 3/3 3/4, silver standing at 32 3/8, which gradually dropped until the Chinese New Year when the T.T. rate stood at 2/2 1/2 and the price of silver at 31 1/2. The rate remained steady at this quotation until about the middle of March, from which date it fell, standing on April 5th at 2/0 7/8. Then an upward movement commenced, rates gradually but steadily rising with constant fluctuation, until 2/1 was touched on August 3rd. Then there was a gradual decline during August and September until October 8th, when the rate quoted was 2/2. The remaining days of October saw rates tumbling away. In November again they fell to a lower range, and were still declining to December 5th, when 2/- vanished. The month of December was one of rapid decline, for on the 23rd we find the dollar quoted at 1/9 1/4, and silver at 24 1/2. Latest quotations appear elsewhere, in their usual place.

RAW COTTON.

For some years past the trade in Indian raw cotton has been gradually dwindling. Owing to the large influx of the lower counts of Indian spinnings, and their comparative cheapness, the natives in the interior find it more profitable to purchase the ready made article than to invest in the dearer raw material and waste time and money in spinning it. What little Indian cotton goes into the country is used for the most part in mixing with the indigenous product for quilting and padding purposes. We give below the sales of Indian cotton in the local market during the last seven years.

1901	6065 bales.
1902	17548 "
1903	9447 "
1904	4483 "
1905	9407 "
1906	4250 "
1907	5643 "

YARN.

The last twelve months may be pronounced one of the worst yarn import years the Colony has experienced, and while there was a falling off of nearly 55 per cent. in receipts, there was an increase in consumption of over 59 per cent. Imports to Hongkong amounted to 148,395 bales as against 269,889 bales in 1906, while sales aggregated 137,068 bales as against 81,818 bales. This increase in the year's sales is not surprising when we take into consideration the drawbacks for the latter half of the former years, as the poor condition of the country and local markets, the entire cessation of business from August to November, and ultimately the failure of all but four of the fifteen yarn dealing houses. During 1907 there has been a very material falling off in receipts, and with the exception of a few spasmodic efforts at briskness, prices not only failed to respond to the enhanced cost at Bombay, but more or less steadily declined, and there is little doubt that they would have ruled lower were it not for a certain steadiness on the part of some large importers consequent on reduced exports from India and frequent assistance from Shanghai. It was seldom that the demand afforded importers opportunity for regulating selling rates with costs, the dealers mostly confining their small and dragging purchases to actual requirements. Tightness of money, loss of credit in native circles caused by the heavy failures of 1906, the general disorganization of trade in the Southern Provinces of China and the decline in exchange are the causes for the depression of imports during the year. The opening quotation of \$81.3 for No. 10 yarn, the price ruling at the close single \$91.93. The exchange in India for the latter periods stood at the beginning of the year of Rs. 107 and at the end at Rs. 135. During the period under review orders have been placed to keep most mills running from 12 to 14 hours a day. At the end of June there were 11 all India 224 mills working and in course of erection, running 5,833,276 spindles and 53,438 looms, employing on an average 205,696 hands daily. Of these 224 mills Bombay Island alone claims 85, running 2,618,438 spindles and 31,682 looms, and employing on an average about 100,000 hands daily. Fears were entertained about this time of a serious relapse consequent on the prevalent depression of the trade throughout the world. But the opportune boom in American cotton displaced them and there was an influx of orders from Manchester and Europe. Then a considerable quantity of superior grades of No. 10s, and 20s, lying neglected in the local market, were reshipped to Bombay, where European buyers purchased them at a large advance on the price ruling locally. The year closed with a little better inquiry in the local market, but only small sales are reported, dealers having set their offers far too low to lead to any general business.

Business has been depressed by the fluctuations in the trade as a whole, for although at certain seasons there has been a good demand for a particular class of goods, there has been a lack of that steady consumption and consequent enquiry for the more staple articles. On the surface there seems to have been little reason for such a quiet state of affairs. Stocks in Hongkong have been light, currency prices, owing to a favourable exchange, have been comparatively low notwithstanding the high rates at home, and there have been no circumstances of any special nature to restrict demand from the country. That there has been little demand is therefore hard to understand, but the absence of it has led to the dealers buying from hand to mouth, lacking as they did any encouragement to buy in quantity for future delivery. This, and restricted credits from the native banks, have altogether checked much of the speculation which had been going on, and leaves the trade in a much healthier position to deal with real demand when it does arise as it is to be hoped it will do soon. Grey and White Goods have been the greatest sufferers from the depression. Fancies have been enquired for more, but demand has generally been for spot cargo, and orders have been as a rule difficult to obtain.

CASSIA.

The demand for this commodity has been fairly good during the year and the total exports so far are estimated at from 40,000 to 45,000 piculs of Cassia, whole and broken. Though many of the transactions in this article nowadays are done on a speculative basis by the Chinese dealers and foreign exporters, prices remained fairly steady throughout the season, and beyond a general complaint of shipments frequently arriving at their destination short of weight, the Cassia trade in 1907 shows hardly any special feature, with the exception perhaps that the quality standard has again been lowered, and has now arrived on such a low level that it almost constitutes a danger to the sound continuance of the trade in general. The colour of the Cassia this season leaves much to be desired, it being too dark, the result of careless handling in the producing districts, where the quills are not properly sorted; and in most instances the weight of the Cassia is fraudulently increased by moistening it. Exporters have frequently pointed out this to the Chinese Cassia Guild, asking them to stop the practice. The members of the guild have promised to do their best to remedy the evil, but so far their efforts seem to have had no effect. Although demand has fallen off lately, prices are tending upwards at present, owing to rapidly decreasing stocks.

SILK.

The raw silk market opened very firm at the beginning of the year, stocks being small, and the demand both for European and American active. A few weeks later demand was falling off and prices declined considerably till the Chinese New Year. After the holidays a reaction set in and prices regained the lost ground, the highest point for old season's silk being reached at the end of March. Stocks of old season's silk being practically exhausted, large contracts in new season's silk were made for Europe and America, which strengthened the market for the next few weeks. The first two Canton crops being exceptionally big, and Japan and Europe promising also good crops the demand fell off and prices declined steadily up to the middle of July, when the demand improved, and prices advanced \$6 to \$8 per picul. The improvement, however, did not last long, and the good results of the third and fourth crop induced some of the Chinese merchants to sell short. During the month of August demand was active and prices advancing, but the improvement was not a lasting one, and our market declined in sympathy with the Japan market. Although exchange dropped about 8 per cent. in October, dollar prices declined steadily, and Native silks especially were completely neglected, home buyers insisting on better winding and on a more even size. Although exchange declined about 12 per cent. from 1st November to the end of December dollar prices also lost considerably. Demand both for Europe and America was practically nil, the home markets being very depressed, owing to money stringency, failures and heavy stocks. Thanks to the big contracts made for long delivery at the beginning of the season the Chinese dealers' and dealers' losses were small compared with those of the foreign dealers who have to bear the brunt not only of the decline in prices but also of a difference of about 20 per cent. in exchange. The quality of this year's crops has been very good, but no improvement has been made in the reeling of both stream filatures and Native silk.

MATTING.

The total export of 1907 is estimated at about 500,000 rolls of Tangkuan and Lintan Matting, and about 40,000 rolls of Mats and Carpets. Although these figures are not behind those of former years and prices paid by exporters on a general average were fairly good, the season 1907 has hardly been a profitable one for the Matting dealers. Owing to an unprecedented rise of wages for the weavers, especially in Tangkuan, caused by a sharp competition among the manufacturers themselves, many of the latter are suffering considerable losses. To aggravate the unfavourable conditions of the trade heavy floods in Lintan destroyed large quantities of straw and wrought great havoc in some of the factories. Good Matting straw has consequently been scarce; furthermore the hampers used as warps are very dear and manufacturers now have to quote prices which are almost beyond the reach of buyers; and yet the quality of Matting on an average needs improvement. There seems to be but little chance for a change for the better in the near future. The demand from markets is very slack as a consequence of the strained financial conditions in various countries, especially the United States of America, where the bulk of the China Matting production is exported.

subjected during 1907, business in this branch has been an exceedingly difficult one. In consequence it is gratifying to hear that the leading importers as well as the local dealers who have weathered the crisis in past years have realized exceptionally satisfactory profits on their transactions during the past twelve months. Home values, which stood all round on an abnormally high level at the beginning of the year, maintained their position for some time, or even enhanced in value as f. i. lead and copper. But a sharp decline set in on the whole line during the last half of the year—accentuated perhaps by the financial derangements in the United States—and with the exception of quicksilver, which contrary to all other metals has been going up lately, prices for all staples have arrived to-day on a basis which is considered a pretty safe one in experienced and well informed quarters, so that a healthy and prosperous trade should be in store for those interested for some time to come. The following comparison of values of some of the leading metals will prove interesting:—

Silver is to-day about 25 per cent. lower than at the end of 1906.
Iron is to-day about 25 per cent. lower than at the end of 1906.
Lead is to-day about 30 per cent. lower than at the end of 1906.
Spelter is to-day about 30 per cent. lower than at the end of 1906.
Yellow Metal is to-day about 20 per cent. lower than at the end of 1906.
Copper is to-day about 45 per cent. lower than at the end of 1906.
Quicksilver stands about 15 per cent. higher than on the 31st December 1906.

FLOUR.

There has been a considerable increase in the shipments of American flour to the East during the past year, due to the fact that Australia has been out of the market for the last four months, the high price of the Australian article preventing shippers in that country competing with American dealers. During the first half of 1907 it was a question of feast or famine in the flour trade, but flour became more or less of a drug on the market in the latter months. The heavy rainstorms and railway congestion in America at the beginning of last year prevented the speedy removal of flour from the interior to the seaports. Then, in the latter months of 1907, all these delayed shipments came forward at once, the result being a feast instead of a famine. In 1906 3,373,104 sacks of American flour of 49 lb each, arrived in Hongkong. Last year the total shipments were 4,325,000 sacks of the same weight, an increase of 951,896 sacks.

It was the American boycott which paved a way into the market for Australian flour, and the small quantities which first found their way to the East gradually increased. Last year the total shipments were about 1,200,000 sacks, some 80 per cent. more than the total shipments of the previous year. The high shipping freights at present prevailing on the Australian run, however, will probably prove a drawback to the trade, and will at the same time assist American shippers who can land their flour at Hongkong seven shillings a ton cheaper than those connected with the trade in Australia, and incidentally can sell the commodity at a cheaper rate. At present there are only some 5,000 or 6,000 sacks of Australian flour in the Colony, and prospects for the coming year are not bright as it is expected that most of this year's harvest will be required for home consumption.

OPIMUM.

The feature of the year has been the decision of the Indian Government to reduce the quantity sold monthly by auction, from 44/0 chests per month to 40/0 chests, from July last in order to meet the wishes of the Chinese Government in their alleged desire to reduce and ultimately put a stop to opium smoking. The Chinese Government have on their part closed the opium dens in various cities and the officials have, in order to make money out of the situation, attempted to establish a monopoly for the sale of opium, which, thanks to the vigilance of the British Authorities, has so far failed. The trade has not been profitable; prices fluctuated heavily, and the violent decline in silver towards the close of the year has completely disorganized the market. Closing quotations are \$915 for Fatus and \$885 for Searas.
China Opium. There is nothing special to report. Prices for 2 years drug close at \$900, and for oldest at \$1000.
Persian Opium. The bulk of this drug is consumed in Formosa. The demand for consumption in China has fallen off very considerably. Best quality is quoted at \$830.

RICE.

There was a brisk demand for foreign rice in China during last year, the shipments from Saigon alone reaching nearly nine million piculs. The total shipments, when returns are completed, will probably exceed those of 1906, which showed an increase of nearly 25 per cent. Saigon's total exports of this commodity in the former year were exceeded last year by her shipments to Hongkong and China. In 1906, 8,791,101 piculs were shipped from the French port, whereas last year the total shipments were 16,942,000 piculs, 7,079,100 of which came from Hongkong, while Swatow took 550,400 piculs, Tientsin, 308,200; Foochow, 67,700; Shanghai, 780,900; Ningpo, 97,000; the Philippines, over 1,500,000, and Japan about the same quantity. The Saigon dealers, owing to the recent fall in exchange, have been enabled to quote lower prices, and thus the year closes with bright prospects for the trade. The latest reports show charters settled at Saigon for 143,000 piculs to Hongkong and 67,000 to Singapore. The German steamers "Anghin" and "Yongko" secured charters for Hongkong at 12 1/2 cents and 13 cents per picul respectively for 86,000 piculs each; the British steamer "Telmachus" settled for 36,000 piculs at 10 cents and the British steamer "Derwent" 35,000 at 8 cents.

KEROSENE OIL, PETROLEUM AND BY-PRODUCTS.

While the increase in gallonage for the total territory of all brands of kerosene oil for the year 1907 over 1906 is about 18 per cent., the increase in the Standard Oil Company's output over that of last year is 22 per cent. There was a marked increase in 1906 over 1905, the latter year being when the boycott was so strong, as well as in the first part of 1906. Lubricants, wax and other by-products show a marked and satisfactory increase in 1907 over the preceding year.

COAL.

The Coal market for the year has not been so active as was expected. Japanese Coal, which is the chief import into the Colony has been very weak during the whole year save the last two months or so when there was a rise in all grades in Japan, producers holding out for much higher prices. This hardening was further accentuated by the recent fall in silver which has much increased the Dollar price of Coal to the consumer. Besides the contracts duly entered into between the parties concerned during the early part of the year for supplies during the whole year, there are not many transactions worth mentioning. We give below an idea of Coals imported during the year.

Canfield Coal—About 90,000 tons reached the Colony most of which came for the Admiralty, except about 10,000 tons. Very small sales were reported during the year.

Australian Coal—Approximately 80,000 tons were imported by Messrs. Shawton Thomas and Messageries Maritimes who are the only importers.

Indian Coal—Shipments of Indian Coal which was introduced into the Colony in the middle of 1905 owing to the scarcity of Japanese Coal are now entirely stopped, the only arrivals amounting to some 15,000 tons which reached here during the first quarter of the year.

Japanese Coal—The total imported amounts to about 850,000 tons most of which were deliveries under the annual contracts. A new system of delivering the Coal to Canton consumers has been brought about by the high rates of coals and boat hire which prevailed here during the latter part of 1906 and a number of steamers which under ordinary circumstances would have discharged here now proceed to Canton thus taking away from Hongkong a large proportion of the distributing trade which formerly existed.

Hongay Tourane Kohao and Haiphong—About 82,000 tons were shipped to Hongkong and Canton of which some 65,000 tons came from Hongay. The Haiphong Coal which amounted to some 14,000 tons only passed here on the way to Canton.

Paleo Lant—Some 24,000 tons arrived during the year under review most of which was imported by consumers.

SUNDRIES.

The Sundries trade has to a great extent shared the depression which has been a feature of all other business in the colony. Many causes have contributed to this, the chief of which are as follows:—

Firstly, the rise in prices at home, only partially compensated by the high exchange.

Secondly, the lack of purchasing power of the Chinese.

Thirdly, the increased discount on Chinese coins.

Fourthly, the departure of Viceroy Shum from Canton. [See explanation below.—Ed.]

The rise in prices at home was responsible for fewer orders being placed at the beginning of the year, and this was especially the case with knitted goods (socks, singlets, etc.), the demand being supplied to some extent by lots of inferior spot cargo which was dumped on the market. The increased discount on Chinese coins has been very much to the disadvantage of the Sundries dealer; this class of business, being nearly all of a retail nature, the whole of dealers' turnover is made in Chinese coins. The departure of Viceroy Shum from Canton has had a very marked effect. His successors have not favoured the Chinese cutting their queues and adopting European dress, and at the same time indulging in European luxuries. Consequently the flow of orders from Canton for goods in European style such as clothing, boots, etc. has almost come to a full stop. Many dealers lose heavily in consequence of their large purchase of these goods which cannot be got into consumption. Blankets, Umbrellas, Braid, Cords, Soap and other important lines have only been ordered in a hand to mouth manner, the dealers not being inclined to speculate. The recent heavy fall in exchange should tend to strengthen the position of the market although many dealers who have bought goods on a sterling basis will be badly hit. Altogether it can be safely stated that the year 1907 has been a most unsatisfactory one as far as Sundries are concerned, and it will mean ruin to many firms if the year 1908 does not bring forth some improvement.

TONNAGE.

Freights ruled low when our last year's review was made, supply easily keeping pace with demand. The general belief that the rice crop at Saigon was exhausted, turning out to be incorrect, helped to relieve the market somewhat, and so did the rumours of an impending rise in the import duty of the Philippines. During the month of January last year time chartering was limited, but February opened strong with a large demand for tonnage from Saigon to Hongkong, Canton, Amoy, Swatow, Foochow, Ningpo, Shanghai, Tientsin and Japan, and charterers began to realise that the market was bound to improve owing to the limited number of steamers available, and to the heavy export expected from Saigon to all urgent requirements. The usual dullness, which prevails about Chinese New Year was last year broken by numerous fixtures, and during the month of February the market was very active, so that no steamers were laid up for want of employment.

TRY IT "CLUB" THAT'S ALL

PRONOUNCED THE BEST SCOTCH WHISKY AT THE PRICE ON THE MARKET.

"CLUB" SCOTCH—OUR SPECIAL BLEND—This Whisky shows the high perfection obtained by long experience in the selecting and skill in the blending of Scotch Whiskies. The extreme softness and mellowness and the fine character are produced by great age, high quality and judicious blending. Being entirely free from alcoholism, it possesses medicinal properties of exceptional value, and is unquestionably the perfection of Scotch Whiskies.

PER DOZEN \$14.00

H. PRICE & CO. LTD.

WINE, SPIRIT & CIGAR MERCHANTS,
12, QUEEN'S ROAD CENTRAL.

BABY RAV WITH AWFUL ECZEMA

Running Humour from Birth—Face a Sickenly Sight—Worn to a Shadow—People Said, "How Can You Wish Him to Live?"

USE OF CUTICURA HAS A MARVELOUS RESULT

"My husband and I thought you would like to know that the Cuticura Remedies have done for our baby boy. He had running eczema from birth. He developed himself for the first month. The poor little fellow's head was quite raw, his face was a sickenly sight and the dreadful humours would soak his pillow through in a single night. It was a horror to see him. People who saw him said, 'How can you wish him to live?' Two doctors gave him; one recommended Cuticura Remedies, but could do little else for him, for it was so obstinate. We tried several remedies, in fact everything we could think of and he was told of. At last we got Cuticura Ointment, and together with the Cuticura Soap the result was marvelous, for I have not washed one box and the skin is now perfectly clear. It has all dried up and his hair is growing wonderfully, and instead of sleepless nights he has the proper and deep sleep. Mrs. C. Baker, 28, Victoria Road, Blandford, Dorset, March 12, 1906."

WOMEN ONLY

Are Most Competent to Appreciate the Purity, Delicacy, and Efficacy of Cuticura Soap

And to discover new uses for it daily. It combines delicate, medicinal, emollient, sanative, and antiseptic properties derived from Cuticura Ointment, the great Skin Cure, with the purest of suppurative ingredients and most refreshing of flower odours. For preserving, purifying, and beautifying the skin, scalp, hair, and hands, for itching, irritations, and inflammations, for sensitive, antiseptic cleansing, as well as for all the purposes of the toilet, bath, and nursery, Cuticura Soap, as stated by Cuticura Ointment, is priceless.

Complete External and Internal Treatment for Every Humour of Infants, Children and Adults consists of Cuticura Soap, Cuticura Ointment, and Cuticura Tablets. The Cuticura Ointment to treat the Skin, Cuticura Tablets to treat the Blood, and Cuticura Soap to cleanse the System. A Single Box often Cures. Sold throughout the world. Sole Importers: Messrs. J. L. & Co., Ltd., 10, Queen's Road, Central, Hongkong.

Free Postage, Cuticura Soap and Ointment in one box.

54 D

THE ROBINSON PIANO CO. LTD.

PIANOS TUNED AND REPAIRED

BY A QUALIFIED MEN AT MODERATE CHARGE.

Send us a Post Card now and we will put your Piano in perfect condition for Christmas.

Hongkong, 6th December, 1907. 37

NEW NAVY WORK

The Ministry of Marine has issued a communication to the Press, justifying the scheme submitted to the Council of Ministers, for the purchase from Messrs. Vickers, Sons, and Maxim, at a cost of 240,000, of plans for two battleships of 2,000 tons. The vessels are to be constructed in Russian yards by Russian workmen, under the supervision of British engineers. The 240,000 are to be forfeited if the vessels do not attain a speed of twenty-one knots. The *Glasgow Evening News* states that it is rumoured that Messrs. Beardmore and Co. of Glasgow, have concluded a contract with the Spanish Government for the construction of battleships and cruisers involving an outlay of 27,000,000 sterling. On being communicated with, Messrs. Beardmore said they were not in a position to make any statement on the subject or to confirm the rumour.

LOCAL SPORT.

CRICKET.

HONGKONG CRICKET CLUB.

To-day at 11 a.m. the Hongkong Cricket Club will play against a team selected from the United Services. The following will represent the Club:—Messrs. R. Hancock, T. E. Pearce, W. C. D. Turner, A. A. Claxton, H. E. Makin, A. W. J. Peake, H. R. Phillips, E. A. Fowler, E. B. Beattie, C. F. Shields and A. H. Young. To-morrow (Thursday) at 11 a.m. on their ground the H.K.C.C. will play a return match against the League XI. The Club will be represented by the following players:—Messrs. R. Hancock, H. Hancock, T. E. Pearce, W. C. D. Turner, A. A. Claxton, H. E. Makin, A. W. J. Peake, H. R. Phillips, E. A. Fowler, Lt. S. Usher, 119th Baluchis and A. N. Other. The League team is composed of Messrs. A. O. Brown, J. Irvine, E. Irving, W. Edwards, R. Potonji, C. S. M. Owen, Fuller, L. J. Wither, L. E. Lammett, R. Bass, R. C. Witherell, Barton and C. S. Shields.

FOOTBALL.

HONGKONG FOOTBALL CLUB v. H.M.S. "MONMOUTH."

The following have been chosen to play for the Hongkong Football Club versus H.M.S. "Monmouth" at Happy Valley, to-morrow (Thursday)—F. H. Kow, E. F. Ascroft and H. L. Garrett; J. Hall, E. Humphreys and A. Gregory; W. H. Williams, R. E. Turner, O. Eager, C. Humphreys and J. Mead, Kick off, 4.30 p.m. Next Saturday the Club are playing the "Middlesbrough" Regiment.

LATEST STEAMER MOVEMENTS.

The M.M. str. *Yarra* with the next French Mail left Singapore on Monday, the 30th ult. at 9 p.m. for this port via Saigon. The Apor str. *Japan* from Calcutta left Singapore on Sunday, the 29th ult. afternoon, and may be expected here to-morrow. The N.G.I. str. *Cypris* left Singapore for this port on the 31st ult., and may be expected here on or about the 7th inst.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to the Daily Press only, and special business matters to the Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of Daily Press should be sent in time, on day of publication, after that hour the supply is limited. Only supplied for Cash.

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P.O. Box 33. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE.

MR. WILHELM OTTO CHRISTIAN SPALCKHAVER has been authorized to Sign the name of our Firm per procuration from this date.

SIEMSEN & CO.

Hongkong, 31st December, 1907. 121

NOTICE.

WE have this day OPENED a BRANCH of our Firm at CANTON and authorized Mr. RUDOLF LENZ to Sign per procuration.

SANDER, WIELER & CO.

Hongkong, 1st January, 1908. 122

NOTICE.

THE authority given to Mr. O. I. ELLIS to Sign our Firm is hereby withdrawn.

S. J. DAVID & CO.

Hongkong, 1st January, 1908. 123

NOTICE.

WE have authorized Mr. ALAN GRIFFITHS COPPIN and Mr. FREDERICK CHARLES BUTCHER to Sign our Firm per procuration.

BRADLEY & CO.

Hongkong, 1st January, 1908. 124

NOTICE.

THE Interest and Responsibility in our Firm of Mr. ARMIN HAUPT ceased by mutual consent on the 31st December, 1907.

Messrs. GUSTAV FRIEDLAND and ADOLF WIDMANN have been admitted PARTNERS from this date.

MELCHERS & CO.

Hongkong, 1st January, 1908. 125

NOTICE.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

MR. C. MONTAGUE EDE has been appointed Secretary of the Society from the 1st January, 1908.

By Order of the Board,

W. J. SAUNDERS, Secretary.

Hongkong, 1st January, 1908. 126

NOTICE.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

MR. C. MONTAGUE EDE has been appointed Secretary of the Company from the 1st January, 1908.

By Order of the Board,

W. J. SAUNDERS, Secretary.

Hongkong, 1st January, 1908. 127

NOTICE.

NOTICE IS HEREBY GIVEN that the business hitherto carried on under the shop name of J. E. B. BHOY & CO., at 25, Hollywood Road, will henceforward be changed and carried on under the name and style of D. R. CAPTAIN & CO., as successors to above.

D. R. CAPTAIN, Sole Proprietor.

Hongkong, 1st January, 1908. 128

NOTICE.

THE Business that has been hitherto carried on by the undersigned, will henceforward be carried on under the style and name of J. R. MICHAEL & CO. The Partners in the Firm are myself and Mr. S. H. MICHAEL.

J. R. MICHAEL.

Hongkong, 1st January, 1908. 129

NOTICE.

MR. JOHANN GEORG LUDWIG SCHROETER having retired from our Firm, his interest and responsibility ceased on the 31st December, 1907.

Mr. PAUL FRIEDRICH HERMANN WESTENDORF has TO-DAY been admitted a partner and we have authorized Mr. PETER HARTWIG N. LLENE to Sign our Firm from this date.

MEYER & CO.

Hongkong, Canton, 1st January, 1908. 130

NOTICE.

I have this day REMOVED my Office to First Floor of No. 16, DES VUEX ROAD.

FERD. BORNEMANN.

Hongkong, 1st January, 1908. 131

FIRE INSURANCE ASSOCIATION OF HONGKONG.

NEW YEAR HOLIDAYS.

NOTICE IS HEREBY GIVEN that FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business TO-DAY (WEDNESDAY) and TO-MORROW (THURSDAY), the 1st and 2nd January, 1908.

By Order,

A. R. LOWE, Secretary.

Hongkong, 31st December, 1907. 132

KWONG WOO.

JEWELLER, DEALER IN SILKS, &c.

No. 78, Queen's Road, Central.

BEGS to inform his Patrons and the General Public that, owing to necessary extension of stock to meet increased business, he will REMOVED to his new and more spacious premises at No. 66, QUEEN'S ROAD, CENTRAL, (seven doors East of his present premises) on 3rd January, 1908.

Hongkong, 1st January, 1908. 133

NEW ADVERTISEMENTS

COMPLETE ICE PLANT FOR SALE AT A SACRIFICE.

NEW in 1907. In perfect working order but bought out by opposition and to be SOLD CHEAP. 8 Ton C. O. belt driven Compressor, Compound Engine, Babcock and Wilcox boiler, W. I. Chimney, C. O. Condenser, Distilling apparatus, Freezing Tank, Piping, Spares, &c.

BANGKOK MANUFACTURING CO. LD., Bangkok, (Siam).

Bangkok, 17th December, 1907. 134

IF YOU REQUIRE

ARTISTIC PICTORIAL POSTCARDS, POSTCARD PAINTING BOOKS.

STAMP, BIRTHDAY and POSTCARD ALBUMS, Mechanical Animals, Art Relief Novelties.

POSTAGE STAMPS

in Bags, Packets, Sets, &c. &c.

AND

All other Philatelic Goods

CALL AT—

GRACA & CO., Hongkong Hotel Corridor, Hongkong, 1st January, 1908. 135

For SHANGHAI YOKOHAMA, KOBE AND MOJI.

THE Steamship

"JAPAN," Captain J. G. Offert, will be despatched for the above Ports on MONDAY, the 6th inst., at Noon.

This steamer has superior accommodation for passengers, is installed throughout with Electric Light, and carries a duly certified Doctor.

For Freight or Passage, apply to

DAVID SASSOON & Co., Ltd., Agents, Hongkong, 1st January, 1908. 136

COMPAGNIE DES MESSAGERIES MARITIMES.

For SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"YARRA," Captain Sellar, will be despatched for the above Ports on or about MONDAY, the 6th inst.

For Freight or Passage, apply to

J. MILLET, Agent, Hongkong, 1st January, 1908. 137

NAVIGAZIONE GENERALE ITALIANA.

Florio and Rubattino United Companies.

STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn, and Genoa, also Venice and Trieste, all Meditteranean, Adriatic, Levantine and South American Ports up to Callao.

Taking Cargo at through rates to Persian Gulf and Bagdad, also Barcelona, Valencia, Alicante, Almeria and Malaga.

THE Steamship

"APRI," Captain Dini, will be despatched as above on MONDAY, the 13th inst., at Noon.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents, Hongkong, 1st January, 1908. 138

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Company's Steamship

"LAISANG," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from Hongkong.

Cargo impeding the discharge or remaining on board after 4 p.m. the 3rd Jan., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd., General Managers, Hongkong, 31st December, 1907. 139

NEW YEAR HOLIDAYS.

IN accordance with Government Notification No. 844, the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business TO-DAY (WEDNESDAY) and TO-MORROW (THURSDAY), the 1st and 2nd January, respectively.

Hongkong, 24th December, 1907. 2015

SWANOW DRAWN WORK COMPANY.

38, Wellington Street.

MANUFACTURERS & WHOLESALES & RETAIL Dealers in all Sorts of

DRAWN WORK, EMBROIDERY, BEST PETER WARE AND CANTON GRASS CLOTH, &c.

Hongkong, 19th October, 1907. 1685

THE CATHOLIC UNION.

ANNUAL

CHRISTMAS ENTERTAINMENT

A Burlesque in Two Acts

"LOVE IN LOTUS LAND."

Dates of Performances:

SATURDAY, 4th January 9 P.M.

MATINEE:

TO-MORROW (THURSDAY), 2nd Jan., 5.30 P.M.

Plans of Seats now on View at above address Admission \$1.

For Children 50 cents at Matinee only.

Hongkong, 24th December, 1907. 2018

FRENCH LESSONS.

FRENCH TAUGHT entirely by Conversation and without translation by a Frenchman (a Teacher in Government Schools) and ENGLISH LESSONS by an English Lady.

Apply by letter to—

R. R., Care of "Daily Press" Office, Hongkong, 13th November, 1906. 1810

TO LET

TO LET.

OFFICES in ALEXANDRA BUILDINGS.

Apply—

SECRETARY, A. S. Watson & Co., Limited, Hongkong, 23rd April, 1907. 1900

TO LET.

"STILLINGFLEET" Peak Road, SIX ROOMED HOUSE with Fine View of Harbour.

"HARPERVILLE" Garden Road, SIX ROOMED HOUSE fitted with Electric Light and full use of Tennis Court.

Apply to—

PERCY SMITH & SETH, Accountants & Auditors, &c., 5, Queen's Road Central, Hongkong, 28th November, 1907. 1839

TO LET.

"EGGESFORD" (Furnished) No. 114, PRANK.

No. 71, WYNDHAM STREET, "GLENWOOD" Caine Road, suitable for a Boarding house or Club. Containing 26 Rooms.

BEACONSFIELD ARCADE, Fine Office and Dwelling Rooms.

No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Caldwell MacGregor), OFFICES in Queen's Road Central.

BELLIS TERRACE HOUSES, ROBINSON ROAD.

BISHOP'S LODGE SOUTH (PRANK) Fully Furnished, Immediate Possession.

No. 1, MOUNTAIN VIEW (PRANK) Furnished. For 4 or 5 months from 1st December, 1907.

CROWNEST Unfurnished from 1st March, 1908.

No. 1, ALBANY.

No. 6, DES VUEX VILLAS (PRANK).

No. 2, BEACONSFIELD ARCADE.

No. 57, PRAYA GRANDE, Macao.

Apply to—

LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings, Hongkong, 1st January, 1908. 102

TO LET.

A FURNISHED HOUSE in Kowloon.

Suitable for a Bachelor's Mess of 4 or 5. Tennis Court.

Apply to—

"E," Care of "Daily Press" Office, Hongkong, 30th December, 1907. 203

TO LET AT KOWLOON.

A FURNISHED ROOM with Bathroom.

Tennis.

Apply to—

"L," Care of "Daily Press" Office, Hongkong, 3th December, 1907. 2037

TO LET.

NO. 2, MACDONNELL ROAD.

Apply to—

COMPTON'S DEPARTMENT, Nippon Yusen Kaisha, Hongkong, 3rd June, 1905. 97

TO LET.

THE Top Floor of No. 2, Wyndham Street lately vacated by the Hotel Baltimore, suitable for a Club or Boarding House.

First Floor of No. 6, Queen's Road Central, comprising Six Large Rooms and Outhouses suitable for business premises or dwellings, now occupied by Fred. Bornemann & Co.

Apply to—

DAVID SASSOON & Co., Ltd., Hongkong, 3rd December, 1907. 1638

TO LET.

THE WHOLE of the SECOND FLOOR of No. 34, Queen's Road Central, (opposite the General Post Office). The Rooms are light, spacious and well ventilated; 13 in number beside kitchen, pantry, bathroom, servants quarters etc. Very moderate rent. Immediate possession.

The above premises can also be rented separately as offices or for residential purposes.

Apply to—

YEE SANG FAT & CO., Same Address, Hongkong, 7th October, 1907. 1627

TO LET—FURNISHED.

A SIX ROOMED HOUSE at ELLIOT STREET, Robinson Road.

Apply to—

F. X. D'ALMADA & CASTRO, 33, Queen's Road Central, Hongkong, 3rd December, 1907. 1915

TO LET.

10, QUEEN'S GARDENS. For one year from 1st April next.

Apply to—

A. W. BREWIN, Registrar-General's Office, Hongkong, 14th December, 1907. 1924

TO LET.

NO. 11, SEYMOUR ROAD.

Apply to—

THE COMPTON DEPT., JARDINE, MATHESON & Co., Ltd., Connaught Road Central, Hongkong, 12th December, 1907. 1962

TO LET.

NEW and COMMODIOUS SHOP in Des Vaux Road Central, moderate rental.

FLATS in Des Vaux Road Central.

No. 14, SALISBURY AVENUE, Kowloon.

No. 2, GRANVILLE AVENUE, Kowloon.

No. 3, EAST TERRACE, Kowloon.

Apply to—

HUMPHREYS ESTATE & FINANCE CO., LD., Hongkong, 27th November, 1907. 1155

TO LET

TO LET.

NO. 5, ORMSBY TERRACE, Kowloon Cheap Rental.

Apply to—

SPANISH PROCURATION, Hongkong, 18th October, 1907. 1877

TO LET.

NO. 59, CAINE ROAD.

Apply to—

SAM WANG CO., LTD., 81, Queen's Road Central, Hongkong, 27th November, 1907. 1103

TO LET.

HOUSES in AUSTIN AVENUE, Kowloon.

Apply to—

E. D. SASSOON & CO., Comptroller Department, Hongkong, 22nd August, 1907. 1882

TO LET.

NO. 38, CAINE ROAD.

Apply to—

LEIGH & ORANGE, 1, Des Vaux Road, Hongkong, 9th October, 1907. 94

TO LET.

OFFICES on Top Floor No. 2, Connaught Road, facing the Cricket Ground.

"HATFIELD," Conduit Road.

A HOUSE in CLIFTON GARDENS, Conduit Road.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUM BUILDINGS and No. 16B, Des Vaux Road next to the HONGKONG HOTEL.

FLATS in MORRISON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 1st January, 1908. 1792

TO LET.

NO. 5, MORRISON HILL.

One FOUR ROOMED HOUSE at Praya East, near East Point.

Apply to—

JARDINE, MATHESON & Co., Ltd., Hongkong, 21st October, 1907. 1690

TO LET.

PER 1st January, One OFFICE ROOM on Second Floor, Prince's Buildings.

Apply to—

REUTER, BROCKELMANN & CO., Hongkong, 9th December, 1907. 1944

TO LET.

A HOUSE in KNOTSFORD TERRACE KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 1st January, 1908. 192

TO LET.

FIRST Class European House, Leithel Terrace and Humphreys Avenue Kowloon.

Apply to—

HEWAN & CO., Care of China Merchants S. N. Co., Hongkong, 1st October, 1907. 1590

TO LET.

PRIVATE BOARD AND RESIDENCE

MRS. GILLANDERS

"CLAREMONT," 2 & 4, KENNEDY ROAD.

Hongkong, 9th February, 1907. 1530

TO LET.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday accepted, to receive and deliver perishable goods.

Apply to—

W. T. FALLAHE, Manager, Hongkong, 18th November, 1907. 47

FOR SALE.

A FINE COPY of CAMOENS' WORKS, in Portuguese. Four Volumes, Royal Octavo. Published in Lisbon, 1880-4, and bound Half-Gilt. Splendid Condition.

Apply to—

"CAMOENS," Care of "Daily Press" Office, Hongkong, 21st December, 1907. 2001

INSURANCES

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELLE.

THE Undersigned, having

SHIPPING.

ARRIVALS.
 AMOY, German str., 663, H. Plambeck, 30th Dec.—Amoy 29th Dec., Ballast—Sander, Wier & Co.
 CHIVUK, Chinese str., 1,177, C. Stewart, 31st Dec.—Shanghai 29th Dec., General—Chinese.
 DAPHNE, German str., 1,974, Schipper, 30th Dec.—Salina Cruz 25th Nov.—China Commercial S.S. Co.
 GERMANIA, German str., 1,000, H. Flügel, 31st Dec.—Sydney via Port 24th Nov., Cope—Simonsen & Co.
 GLENFOLK, British str., 2,380, W. T. Larkins, 31st Dec.—Singapore 26th Dec.—General—Seang Tak & Co.
 HAINAN, British str., 638, A. J. Robson, 31st Dec.—Swatow 30th Dec., General—Douglas, Lapraik & Co.
 HANGKONG, British str., 31st Dec.—Canton.
 HONGKONG MARU, Japanese str., 3,447, E. Bent, 31st Dec.—Manila 29th Dec. Mail and General—Toyo Kisen Kaisha.
 HUE, French str., 705, J. Pannier, 31st Dec.—Haiphong, Pakhoi, Hoihow and K. C. Wan 30th Dec., General—A. B. Marty.
 HUICHOW, British str., 1,311, E. Fyfe, 31st Dec.—Haiphong, Pakhoi and Hoihow 30th Dec., General—Butler & Co.
 LABANG, British str., 2,980, E. J. Tull, 31st Dec.—Calcutta Dec. 13th, and Straits 24th, General—Jardine, Matheson & Co.
 LOCKSIE, German str., 1,657, W. Taubert, 31st Dec.—Bungkok 17th Dec., Rice—Butterfield & Swire.
 PROMETHEUS, Nov. str., 1,24, Corneliusson, 31st Dec.—Bangkok 18th Dec., Rice and General—Nippon Yusen Kaisha.
 RUBI, British str., 1,611, R. W. Almond, 30th Dec.—Manila 29th Dec., General—Shewan, Tomes & Co.
 WAKAMATSU MARU, Japanese str., 2,778, N. Gode, 30th Dec.—Wakamatsu 24th Dec., Coal—Mitsui Bishi Kaisha.
 YOKO, German str., 1,137, J. Randermann, 31st Dec.—Yokohama Dec. 21st, and Shanghai 29th, General—Melchior & Co.

CLEARANCES

AT THE HARBOR MASTER'S OFFICE.

31st December.
 Cheongching, British str., for Weihaiwei.
 Chidder, Norwegian str., for Bangkok.
 Deunghang, German str., for Swatow.
 Diomed, British str., for Singapore.
 Hainan, British str., for Swatow.
 Kanchev, British str., for Hongkong.
 Kotsichang, German str., for Bangkok.
 Kotsichang, German str., for Hoihow.
 Raggar, Norwegian str., for Haiphong.
 Taitiam, British str., for Manila.
 Yokohama, British str., for Shanghai.
 York, German str., for Hongkong.

DEPARTURES

31st December.
 ALBENA, German str., for Singapore.
 FOOKSANG, British str., for Bangkok.
 FOOKSANG, British str., for Shanghai.
 GERMANIA, German str., for Haiphong.
 HAICHING, British str., for Swatow.
 HOLSTEIN, German str., for Canton.
 KATHERINE PARK, British str., for Karatun.
 MACHAON, British str., for Singapore.
 NICHIBEI MARU, Japanese str., for Canton.
 NICOMEDIA, German str., for Portland, Or.
 PERANANG, German str., for Bangkok.
 PRAM, British str., for Shanghai.
 SHANTUNG, British str., for Sourabaya.
 SK. LUCIA, Danish str., for Shanghai.
 TEAN, British str., for Manila.

SHIPPING REPORTS

The British str. RUBI reports: Moderate to fresh N.E. monsoon and rough sea all the way. The British str. HAINAN reports: Fresh to strong monsoon and overcast cloudy weather, high sea.

VESSELS IN DOCK

December 31st.
 ABERDEEN DOCKS—Lightning.
 KOWLOON DOCKS—New Melchior, Woodcock, Hsienang, Kueichow, Likin, Pakhoi, Hsienghang, COSMOPOLITAN DOCKS—Chansang.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship.

"HAINAN"
 Captain A. J. Robson will be despatched for the above Ports TO-MORROW, the 2nd Jan., at 4 P.M.
 For Freight or Passage, apply to DOUGLAS, LAPRAIK & Co., General Managers, Hongkong, 30th December, 1907. 2043

CHINA COMMERCIAL S.S. CO., LTD.

FOR SALINA CRUZ, MEXICO.

THE Steamship

"MARIE"
 Capt. G. C. Christiansen, will be despatched for the above Ports via MOJI, JAPAN, on SATURDAY, the 4th Jan., at 5 P.M.
 For Freight or Passage, apply to CHINA COMMERCIAL S.S. CO., LTD., Hotel Mansions, Hongkong, 28th December, 1907. 2032

FOR KOBE.

THE Steamship
 "NICHIBEI MARU,"
 Captain R. Minakawa, will be despatched for the above Port on SUNDAY, the 5th January, at 5 P.M.
 For Freight, apply to THE MITSUI BUSSAN KAISHA, Hongkong, 31st December, 1907. 2045

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong, CALLAO AND IQUIQUE, via JAPAN PORTS (Karatun, Kobe and Yokohama).
 With Liberty to call at Honolulu and Salina Cruz.

Steamers Tons
 "KASATO MARU" 6,100. Sometime in March 1908.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.

K. MATSUDA, Manager, York Building, Hongkong, 27th December, 1907. 10

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into four sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1." nearest Hongkong "2." midway between Hongkong and Kowloon "3." and those vessels berthed at the Kowloon Wharf "4." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	PLAC & REG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	NTANZA	Brit. str.	—	H. S. Bradshaw	P. & O. S. N. Co.	To-morrow, at 5 P.M.
LONDON & ANTWERP VIA SUEZ CANAL	GLENAYON	Brit. str.	—	Wolffenden	McGregor Bros. & Gow	On 9th inst., at Noon.
LONDON &c. VIA SUEZ CANAL	DELHI	Brit. str.	—	J. D. Andrews, R.N.R.	P. & O. S. N. Co.	On 11th inst., at 1 P.M.
MARSEILLES, &c. VIA PORTS OF CALL	ARMAND BEHIC	French str.	—	Guionnet	MESSAGERIES MARITIMES	On 30th inst.
MARSEILLES, PLYMOUTH, HAVRE & HAMBURG, &c.	HAMBURG	Ger. str.	k.w.	Filler	HAMBURG-AMERIKA LINIE	On 9th inst.
MARSEILLES, HAVRE & HAMBURG, &c.	SCANDIA	Ger. str.	k.w.	v. Döhren	HAMBURG-AMERIKA LINIE	Middle of January.
MARSEILLES, HAVRE & COPENHAGEN	SIAM	Swed. str.	—	Wagner	MELCHERS & Co.	On 4th February.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	C. FRED. LAEISZ	Ger. str.	k.w.	Delnat	HAMBURG-AMERIKA LINIE	On 10th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	ARAGONIA	Ger. str.	k.w.	Vahnel	HAMBURG-AMERIKA LINIE	On 19th inst.
ANTWERP ROTTERDAM & HAMBURG VIA STRAITS, &c.	VANDALIA	Ger. str.	k.w.	Malchow	HAMBURG-AMERIKA LINIE	On 18th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	DORTMUND	Ger. str.	k.w.	Habel	HAMBURG-AMERIKA LINIE	On 14th February.
NAPLES, GENOA, ALGIERES GIBRALTAR &c.	SAXONIA	Ger. str.	—	J. Randermann	MELCHERS & Co.	To-day, at Noon.
NEW YORK & BOSTON VIA PORTS & SUEZ CANAL	YORCK	Am. str.	—	Thompson	STANDARD OIL CO.	On 14th inst.
NEW YORK VIA PORTS & SUEZ CANAL	INDRAPURA	Brit. str.	—	Thompson	STANDARD OIL CO.	On 20th inst.
BALTIMORE & NEW YORK	ERROLL	Am. str.	—	Thompson	STANDARD OIL CO.	About 25th inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	Cowley	CANADIAN PACIFIC R. Co.	On 16th inst., at 4 P.M.
VANCOUVER VIA SHANGHAI JAPAN, &c.	MONTEAGLE	Brit. str.	1 m.	Cowley	CANADIAN PACIFIC R. Co.	On 29th inst., at Noon.
VICTORIA (B.C.) & TACOMA VIA JAPAN	KUMERIC	Am. str.	—	Cowley	CANADIAN PACIFIC R. Co.	On 29th inst.
CALLAO AND IQUIQUE VIA JAPAN PORTS, &c.	KARATO MARU	Jap. str.	—	D. Mori	TOYO KISEN KAISHA	Sometime in March.
SALINA CRUZ, MEXICO VIA MOJI & JAPAN	MARIE	Ger. str.	—	G. C. Christiansen	BUTTERFIELD & SWIRE	On 4th inst., at 5 P.M.
AUSTRALIAN PORTS VIA MANILA	TAIYUAN	Ger. str.	1 m.	J. Minssen	MELCHERS & Co.	To-day, at 10 A.M.
AUSTRALIAN PORTS VIA MANILA	MANILA	Ger. str.	—	B. Minakawa	MITSU BUSSAN KAISHA	On 4th inst., at 10 A.M.
YOKOHAMA AND KOBE	NICHIBEI MARU	Jap. str.	—	W. B. Brown	BUTTERFIELD & SWIRE	On 5th inst., at 5 P.M.
YOKOHAMA AND KOBE	CHINGTU	Brit. str.	—	Zwart	JAVA-CHINA JAPAN LINE	Quick despatch.
YOKOHAMA AND KOBE	TIPODAS	Ger. str.	k.w.	T. Stehr	HAMBURG-AMERIKA LINIE	To-morrow.
YOKOHAMA AND KOBE	KOWLOON	Brit. str.	—	H. A. Wavell	BUTTERFIELD & SWIRE	On 3rd inst., at 4 P.M.
YOKOHAMA AND KOBE	KIOTANG	Brit. str.	—	A. E. Sandbach	JARDINE, MATHESON & Co., LD.	To-morrow, at Noon.
YOKOHAMA AND KOBE	YENANG	Ger. str.	—	F. Proesch	MELCHERS & Co.	About 3rd inst.
YOKOHAMA AND KOBE	SIKANG	Ger. str.	k.w.	J. G. Olfert	HAMBURG-AMERIKA LINIE	On 8th inst.
YOKOHAMA AND KOBE	YARA	Brit. str.	—	Seller	HAMBURG-AMERIKA LINIE	On 6th inst.
YOKOHAMA AND KOBE	CHOYANG	Brit. str.	—	Seller	HAMBURG-AMERIKA LINIE	About 6th inst.
YOKOHAMA AND KOBE	SAXONIA	Ger. str.	k.w.	Seller	HAMBURG-AMERIKA LINIE	On 4th inst., at 4 P.M.
YOKOHAMA AND KOBE	PALAWAN	Brit. str.	—	Seller	HAMBURG-AMERIKA LINIE	On 7th inst.
YOKOHAMA AND KOBE	PETRONIA	Brit. str.	—	Seller	HAMBURG-AMERIKA LINIE	About 5th inst.
YOKOHAMA AND KOBE	DEVANHA	Brit. str.	—	Seller	HAMBURG-AMERIKA LINIE	On 10th inst.
YOKOHAMA AND KOBE	DAIJIN MARU	Jap. str.	—	T. H. Hida, R.N.R.	MELCHERS & Co.	About 10th inst.
YOKOHAMA AND KOBE	LOONGSANG	Brit. str.	—	I. Sakurai	P. & O. S. N. Co.	On 5th inst., at 10 A.M.
YOKOHAMA AND KOBE	RUBI	Brit. str.	2 h.	A. J. Robson	DOUGLAS, LAPRAIK & Co.	To-morrow, at 4 P.M.
YOKOHAMA AND KOBE	YENANG	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co., LD.	On 3rd inst., at 4 P.M.
YOKOHAMA AND KOBE	YENANG	Brit. str.	—	R. Almond	SHAWAN, TOMES & Co.	On 4th inst.
YOKOHAMA AND KOBE	YENANG	Brit. str.	—	A. W. Outerbridge	BUTTERFIELD & SWIRE	On 7th inst., at 4 P.M.
YOKOHAMA AND KOBE	YENANG	Brit. str.	—	T. Meyrick	JARDINE, MATHESON & Co., LD.	On 10th inst., at 4 P.M.
YOKOHAMA AND KOBE	YENANG	Brit. str.	—	E. Rodger	SHAWAN, TOMES & Co.	On 11th inst.
YOKOHAMA AND KOBE	YENANG	Brit. str.	—	G. H. Pennefather	BUTTERFIELD & SWIRE	On 3rd inst., at 4 P.M.
YOKOHAMA AND KOBE	YENANG	Brit. str.	—	F. Sembill	MELCHERS & Co.	On 15th inst., at 4 P.M.
YOKOHAMA AND KOBE	YENANG	Brit. str.	—	G. H. Pennefather	MELCHERS & Co.	Middle of January.
YOKOHAMA AND KOBE	YENANG	Brit. str.	—	F. Sembill	MELCHERS & Co.	On 13th inst., at Noon.
YOKOHAMA AND KOBE	YENANG	Brit. str.	—	D. Bradley	JARDINE, MATHESON & Co., LD.	On 3rd inst., at Noon.
YOKOHAMA AND KOBE	YENANG	Brit. str.	—	E. J. Tadd	JARDINE, MATHESON & Co., LD.	On 7th inst., at 3 P.M.
YOKOHAMA AND KOBE	YENANG	Brit. str.	—	Pander	JAVA-CHINA JAPAN LINE	About 6th inst.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED

STEAMSHIP	Tons.	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. W. Almond	Manila	On 4th January, 1908.
ZAFIRO	2540	R. Rodger	Manila	On 11th January, 1908

For Freight or Passage apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 1st January, 1908

HONGKONG-NEW YORK-BOSTON.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK AND BOSTON VIA PORTS

AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

S.S. "INDRAPURA" ... On 14th January, 1908.

For freight and further information apply to

SHEWAN TOMES & CO., GENERAL AGENTS.

Hongkong, 1st January, 1908.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific to the "EMPEROR LINE" Saving 5 to 10 days' Ocean Travel.

11 DAYS YOKOHAMA TO VANCOUVER.

15 DAYS HONGKONG TO VANCOUVER.

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF INDIA"	6,000	THURSDAY, 16th Jan.	3rd Febr.
"MONTEAGLE"	6,163	WEDNESDAY, 22nd Jan.	22nd Febr.
"EMPEROR OF JAPAN"	6,000	THURSDAY, 13th Febr.	2nd March
"EMPEROR OF CHINA"	6,000	THURSDAY, 12th March	30th March
"EMPEROR OF INDIA"	6,000	THURSDAY, 9th April	27th April
"MONTEAGLE"	6,163	WEDNESDAY, 22nd April	16th May

"EMPEROR" Steamers will depart from HONGKONG at 4 P.M. Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Steamship, and at QUEBEC with the C.P. NEW PALATIAL "EMPEROR" Steamship, and 29 days from HONGKONG.

Hongkong to London, 1st Class via St. Lawrence River Lines or New York 47.10
 Intermediate on Steamers 240. " 242.
 and 1st Class Railways.....

First Class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.
 R.M.S. "MONTEAGLE" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.
 Passengers Booked through to all points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.
 For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. GRADDOCK, General Traffic Agent for China, Corner Fodder Street and Praya opposite Blake Pier.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA,

Steamers	Tons.	Captain.	Sailing Date.
KUMERIC	6,232	Cowley	On 28th January, 1908.
SHAWMUT	9,068	E. V. Roberts	On 21st February, 1908.
TREMONT	9,068	T. W. Garlick	On 17th March, 1908.
SUVERIC	6,232	W. Shotton	On 8th April, 1908.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

* The twin-actress "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED,

GENERAL AGENTS.

QUEEN'S BUILDINGS.

Hongkong, 1st January, 1908.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

By the new steamers, "BREHANIA," "HABSBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided with ONLY LOWER BERTHS. The cabins are amply and fitted with fans. Laundry on Board. Doctor and Stewardsess carried. These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" and "SILESIA" carry first-class passengers. Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples, Southampton or Hamburg.

OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA.

* BREHANIA ... 22nd Jan., 1908

* HOHENSTAUFEN ... 22nd Febr., 1908

FOR THE STRAITS COLOMBO, ADEN, SUETZ, PORT SAID, MARSEILLES, PLYMOUTH HAVRE, & HAMBURG.

* SCANDIA ... 9th Jan., 1908

* HABSBURG ... 30th Jan., 1908

* BREHANIA ... 26th Febr., 1908

* HOHENSTAUFEN ... 26th March, 1908

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.

* SIKANG ... FOR SHANGHAI ... 6th Jan.

* SAXONIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 17th Jan.

* SLAVONIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 17th Jan.

* BREHANIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 22nd Jan.

* BEASLIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 2nd Febr.

NEXT SAILINGS HOMEWARD.

VIA STRAITS, COLOMBO AND ADEN.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, BREMEN, GOSWICK, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS, Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

* SCANDIA ... MARSEILLES, HAVRE & HAMBURG ... 9th Jan.

* ARAGONIA ... HAVRE & HAMBURG ... 10th Jan.

* DORTMUND ... ANTWERP, ROTTERDAM & HAMBURG ... 19th Jan.

* VANDALIA ... HAVRE & HAMBURG ... 30th Jan.

* HABSBURG ... MARSEILLES, PLYMOUTH, HAVRE & HAMBURG ... 30th Jan.

* C. FRED. LAEISZ ... ROTTERDAM & HAMBURG ... 4th Febr.

* SAXONIA ... HAVRE & HAMBURG ... 14th Febr.

* Special attention of intending Passengers is drawn to the splendid accommodation of this Steamer. Saloon and cabin amply lighted throughout by electricity. Duly qualified Doctor and stewardess carried. Laundry on board.

COAST SERVICE.

KOWLOON ... For THINGTAU, SHANGHAI & CHINKIANG ... 2nd January

Freight and Passengers.

VESSELS ON THE BERTH

COMPAGNIE DES MESSEGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, INDIA, ADEN, DIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS

THE Steamship

"ARMAND BEHIC"

Captain Guionnet, will be despatched for MARSEILLES, on TUESDAY, the 7th January, at 1 P.M.

The Steamer connects at Colombo with one of the Co's Australian ss. "Ville de la Cloche" bound for Marseilles via BOMBAY and Aden. Passage tickets and through bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARIUTTE	NYANZA	5 P.M. 2nd Jan.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	Palawan	About 5th Jan.	Freight and Passage.
SHANGHAI	DEVANHA	About 10th Jan.	Freight and Passage.
LONDON via USUAL PORTS OF CALL	DELHI	Noon, 11th Jan.	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 1st January, 1908

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CATRINS, TOWNSVILLE, BRISBANE, SYDNEY, HOBART, LAUNCE- STON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH	"TAIYUAN"	On 1st Jan., 10 A.M.
SHANGHAI	"KIUKIANG"	On 3rd Jan., 4 P.M.
CEBU and ILOILO	"KAIKONG"	On 3rd Jan., 4 P.M.
MANILA	"TAMING"	On 3rd Jan., 4 P.M.
YOKOHAMA and KOBE	"CHINGTU"	On 9th Jan., 4 P.M.
CEBU and ILOILO	"SUNGKIANG"	On 15th Jan., 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

† Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

BUTTERFIELD & SWIRE, AGENTS.

For Freight or Passage, apply to—

Hongkong, 1st January, 1908.

EAST ASIATIC CO., LD.,
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.
RUSSIAN EAST ASIATIC CO., LD.,
ST. PETERSBURG & VLADIVOSTOK.
SWEDISH EAST ASIATIC CO., LD.,
GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"PETRONIA"	On 10th January.
MARSEILLES, HAVRE and COPENHAGEN	"SIAM"	Middle of January.

For Further Particulars, apply to

Hongkong, 1st January, 1908.

MELOHRS & CO.,
AGENTS.NORDDEUTSCHER LLOYD BREMEN.
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"YORCK"	Wed. day, 1st Jan., at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"ZIETEN"	About Friday, 3rd Jan.
MANILA, FRIEDR. WILHELM, HAFEN, SIMPSONHAFEN, SAMARAI, BRISBANE, SYDNEY and MELBOURNE	"MANILA"	Saturday, 4th Jan., at 10 A.M.
KUDAT and SANDAKAN	"BORNEO"	Middle of January.

For further Particulars, apply to

NORDDEUTSCHER LLOYD
MELOHRS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 1st January, 1908.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
TAMUI via SWATOW { "DAIJIN MARU" } AND AMOY	Capt. I. SAKURAI	SUNDAY, 5th Jan., at 10 A.M.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivaled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 1st January, 1908.

T. ARIMA, Manager.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAVA	Second half of Dec.	JAVA PORTS	First half of Jan.
TJIMAH	JAPAN	First half of Jan.	JAVA PORTS	First half of Jan.
TJIBODAS	JAVA	First half of Jan.	JAPAN	First half of Jan.
TJIKINI	JAPAN	First half of Jan.	JAVA PORTS	Second half of Jan.
TJULATAP	JAPAN	Second half of Jan.	JAVA PORTS	Second half of Jan.
TJILIWONG	JAVA	First half of Febr.	JAPAN	First half of Febr.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on a through Bill of Lading.

For Particulars of Freight and Passage, apply to the

Yok Buildings, 1st Floor.
Hongkong, 23rd December, 1907.

INDO-CHINA STEAM NAVIGATION CO.
LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"HANGSANG"	Thursday, 2nd Jan., Noon.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Friday, 3rd Jan., Noon.
MANILA	"LOONGSANG"	Friday, 3rd Jan., 4 P.M.
SHANGHAI	"CHOYANG"	Saturday, 4th Jan., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Tuesday, 7th Jan., 3 P.M.
MANILA	"TUENSANG"	Friday, 10th Jan., 4 P.M.

REDUCED FARES TO STRAITS AND CALCUTTA.
Hongkong to Singapore 1st Class, Single \$ 85. Return \$100.
Penang " " " 165. " 250.
Calcutta " " " 185. " 250.

* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chafco, Tientsin, Newchwang and Yangtze Ports.

† Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.,
HONGKONG, 1st January, 1908.

THOS. COOK & SON,
ESTABLISHED 1841.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, ETC.
TICKETS ISSUED TO ALL PARTS OF THE WORLD.
BAGGAGE COLLECTED, SHIPPED and FORWARDED at LOWEST RATES.
FOREIGN MONIES EXCHANGED.
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED.

Full information on Application.

Head Office for the Far East:
10, DES VEXUS ROAD,
HONGKONG.Japan Office:
14, WATER STREET
YOKOHAMA.MITSUI BUSSAN
KAISHA

MITSUI & CO.
IMPORT EXPORT and COMMISSION MERCHANTS,
HONGKONG BRANCH—PRINCE'S BUILDINGS, Ice House Street.
M. KOBAYASHI, Manager.

HEAD OFFICE—1, SUZUGACHO, TOKYO.

OTHER BRANCHES:

London, New York, San Francisco, Hamburg, Calcutta, Bombay, Rangoon, Singapore, Bangkok, Surabaya, Manila, Canton, Swatow, Amoy, Foochow, Tientsin, Shanghai, Hankow, Chafco, Tientsin, Newchwang, Tairen, Angking, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Misuru, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Sapporo, Taipeh, Tainan, So.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Mint and Arsenal; the State Railways; Principal Railway Companies; Industrial Works; and Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Mito, Tagawa, Yamano and Ida Coal Mines and Sasebo, Takaburo, Yohio, Yunkibara, and other Coals.

SOLE AGENTS for Fujinotani, Hokoku, Hondo, Kanada, Mameda, Ohtani, Ohnoura, Sasabara, Takaburo, Yohio, Yunkibara, and other Coals.

IMPORTERS and EXPORTERS of Cotton, Cotton Yarn, Cotton Piece Goods, Copper, Silver Tin, Lead and other Metals, Railway Materials, Acids, Camphor, Flour, Cereals, Malt, Rice, Opium, Isinglass, Muscovado, Sugar, Wax, Vermicelli, Sulphur, Hemp, Beer, Cement, Cigarettes, Matches, Paper, Hides, Leather, Belts, Teak and other Timber etc.

Make no Mistake
about it!

WATSON'S

No. 10

SCOTCH WHISKY

of the best from Dundee. Demand it.

Agents for Hong-Kong: SHEWAN, TOMES & CO.

SIEN TING.

SURGEON DENTIST.

No. 10, PAGANU STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1905 1540

DR. M. H. CHAUN.

THE latest Method of the AMERICAN

SYSTEM OF DENTISTRY.

33, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 17th April, 1907. 1444

NOTICES TO CONSIGNEES

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP,
LONDON, COLOMBO AND
STRAITS.

THE Steamship

"CARNARVONSHIRE"

Capt. G. W. Jackson, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st Jan., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 31st inst., at 2.30 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 25th December, 1907. 2027

FROM HAMBURG, LISBON AND PORTS
OF CALL.

NOTICE TO CONSIGNEES.

THE H.A.L. Steamship

"HABSBURG"

Captain Filler, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st Jan., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st inst., at 3 P.M.

No Fire Insurance has been effected. HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 25th December, 1907. 2028

S.S. "SALAZIE"

COMPAGNIE DES MESSAGERIES

MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Douro" and "Cordouan," from Bordeaux ex s.s. "Ville de Bordeaux," from Valtry ex s.s. "Niger" in connection with the above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining undelivered after THURSDAY, the 2nd Jan., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 2nd Jan., or they will not be recognized.

All damaged packages will be examined on THURSDAY, the 2nd Jan., at 3 P.M.

No Fire Insurance has been effected. J. MILLET, Agent.

Hongkong, 25th December, 1907. 12

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVOLICH"

FROM LEITH, LONDON AND

STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd Jan., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 10th Jan., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd Jan., at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 27th December, 1907. 1233

HAMBURG AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE H.A.L. Steamship

"C. FERD. LAEISZ"

Captain Wagner, having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd Jan., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd Jan., at 3 P.M.

No Fire Insurance has been effected. HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 2th December, 1907. 2031

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"ARCADIA"

FROM BOMBAY, COLOMBO AND

STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, ex s.s. "Victoria,"
From Persia, Gulf ex s.s. "B. S. N. & B. P. S. N. Co.'s Steamer."

Optional Goods will be landed here unless instructions are given to the contrary before 8 hours.

Goods not cleared by the 2nd Jan., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 27th December, 1907. 1

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP,

LONDON, COLOMBO AND

SINGAPORE.

THE Company's Steamship

"BING" MARU

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods with the exception of plate cuttings, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 3rd Jan., 1908 will be subject to rent.

No Fire Insurance will be effected. All ship-damaged packages must be left in the Godown and Notice of same sent to this Office before the 5th Jan., 1908 or Claims in connection therewith will not be recognized.

NIPPON YUSEN KAISHA.
Hongkong, 28th December, 1907. 2039

KEATING'S

LOZENGES

CURE THE WORST COUGH

SOLD IN BOTTLES EVERYWHERE.

For Nervous

Exhaustion

CHAPOTEAU'S

Phosphoglycerate

OF LIME

The modern restoration

of the nervous system.

For brainworkers, profes-

sionals, and all who suffer

from nervousness, indigestion,

and in all cases of nervous

debility, it is a ready and

effective remedy.

PHOSPHOGLYCERATE SYRUP

(CHAPOTEAU)

PHOSPHOGLYCERATE WINE

(CHAPOTEAU)

PHOSPHOGLYCERATE CAPSULES

(CHAPOTEAU)

9, rue Vivienne, PARIS-FRANCE

Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.

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